

Tanzania - Transport Sector

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Overview

Identification

COUNTRY

Tanzania

EVALUATION TITLE

Transport Sector

EVALUATION TYPE

Independent Evaluation

ID NUMBER

DDI-MCC-TZA-IE-TRANS-2018-v01

Overview

ABSTRACT

The evaluation of investments in the road infrastructure of Tanzania has three main components of the design:

1. Recalculation of the Economic Rates of Return (ERRs) for the project using the Highway Design and Management (HDM-4) model.
2. Performance evaluation of the roads investments and the Mafia Island Airport activity. We will study road maintenance practices, assess who is using the roads and whether reductions in transportation costs are shared with users. We will also assess whether the upgrading of the Mafia Island airport runway has increased traffic to the island.
3. Impact evaluation that includes a spatial analysis of economic activity along the roads (still in design).

EVALUATION METHODOLOGY

Independent Ex-Post ERR and HDM-4

UNITS OF ANALYSIS

Community, households, administrative units, other

KIND OF DATA

Other

TOPICS

Topic	Vocabulary	URI
Transportation	MCC Sector	

KEYWORDS

Tanzania, Tanzania compact, Roads, Infrastructure, Transportation, HDM-4

Coverage

GEOGRAPHIC COVERAGE

The project improved trunk and regional roads in the Tanga region (Tanga-Horohoro), the Songwe Region (Tunduma-Sumbawanga), the Mtwara region (Mtwara Corridor), the Mafia Island Airport. The project also improved roads on Pemba Island, in the Tanga region (Tanga-Horohoro), the Songwe Region (Tunduma-Sumbawanga), and the Mtwara region (Mtwara Corridor).

UNIVERSE

Road users

Producers and Sponsors

PRIMARY INVESTIGATOR(S)

Name	Affiliation
Mathematica Policy Research	

FUNDING

Name	Abbreviation	Role
Millennium Challenge Corporation	MCC	

Metadata Production

METADATA PRODUCED BY

Name	Abbreviation	Affiliation	Role
Mathematica Policy Research	Mathematica		Independent Evaluator

DATE OF METADATA PRODUCTION

2018-07-02

DDI DOCUMENT VERSION

Version 01

DDI DOCUMENT ID

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MCC Compact and Program

COMPACT OR THRESHOLD

Tanzania Compact (2008 - 2013)

PROGRAM

The Tanzania Transport Sector Project aimed to increase cash crop revenue and aggregate tourism spending through four activities: (1) upgrading three mainland trunk roads, for a total of 473 kilometers in improved roadways; (2) upgrading 35 kilometers of rural roads on Pemba Island; (3) building the capacity of national and Zanzibar regional roads maintenance entities; and (4) upgrading the Mafia Island Airport runway and taxiway.

MCC SECTOR

Transport (Trans)

PROGRAM LOGIC

The program logic expected that roads improvements would reduce travel time on the roads and reduce the cost of operating and maintaining vehicles used along improved segments. Over the longer term, the savings from the reduced VOCs and travel time would be passed on to farmers and consumers through competitive transport and agriculture markets, and farmers would increase their cash crop revenue. In addition, the program logic assumed that improved roads would increase access to social services such as schooling and health care for those living close to the roads, which would in turn increase human capital and, eventually, wages. The expected beneficiaries were road users (including transport operators and vehicle passengers) as well as farmers, who would receive increased cash crop revenue, and households living near the roads. The initial program logic did not distinguish between beneficiaries of trunk roads—who include inhabitants living at the ends of improved road segments and beyond, largely in urban areas—and those living in rural areas along the roads. These trunk roads can also reduce barriers to interregional trade and facilitate cross-border trade, whereas beneficiaries of rural roads are more likely to be households living in the vicinity of the upgraded roads who now have better access to the transportation network.

PROGRAM PARTICIPANTS

Roads users

Sampling

Study Population

Road users

Sampling Procedure

The expanded vehicle intercept survey will be carried out on three days per road, including both a market and nonmarket day. On the mainland trunk roads, we will sample at least 20 percent (approximately every fifth vehicle) of all traffic moving in both directions along the roads. This proportion of traffic falls between the 10 percent rate that is considered adequate for descriptive studies and the 50 percent that is recommended for surveys used to predict future travel patterns; it has also been used for previous traffic surveys in Sub-Saharan Africa (Hajek 1977; Damsere-Derry et al. 2016). This will result in a total sample size of approximately 230 vehicles on the Mtwara Corridor, 760 vehicles on the Tanga-Horohoro trunk road, and 675 vehicles on the Tunduma Sumbawanga trunk road. To ensure driver and enumerator safety, we will conduct the vehicle intercept survey only during the day. Pemba Island roads have a lower traffic volume, so we plan to sample a larger proportion of vehicles, potentially on fewer days.

Questionnaires

Overview

Community (traffic and vehicle operating cost survey), Administrative (transportation agency key informant interviews), Household (vehicle intercept survey and focus groups)

Data Collection

Questionnaires

Community (traffic and vehicle operating cost survey), Administrative (transportation agency key informant interviews), Household (vehicle intercept survey and focus groups)

Data Processing

No content available

Data Appraisal

No content available